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AMMONIA
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[a1365]

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Hongkong, 1st March, 1905. [a2886]

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Hongkong, 9th May, 1905. [a1168]

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Hongkong, 10th May, 1905. [a1060]

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Hongkong, 9th March, 1905. [a860]

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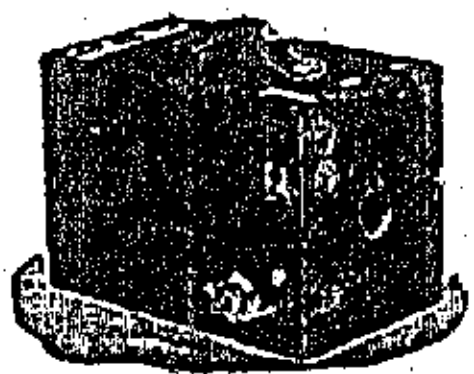
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Hongkong 28th November, 1902. 1009

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Hongkong, 9th May, 1905. [a38]

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Divorce, by Paul Bourget ... 1.75

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[a35]

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Hongkong, 19th April, 1905. 102

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37, DES VUEX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. 61

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Real German Ess-Bier on Draught.

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Hongkong, 27th April, 1905. 1081

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Hongkong, 17th January, 1905. [101]

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Hongkong, 10th June 1903. [a1061]

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Hongkong, 31st October, 1902. [a49]

CARLTON HOUSE HOTELS.

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entrance and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

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THE MANAGER.

Hongkong, 7th October, 1904. [94]

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HAS been re-opened under European
management and most strict supervision
so to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

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One steamer (s.s. *Huanshan*), daily to and

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On communications relating to the new column should be addressed to THE EDITOR.
On communications forwarded to the Editor, not for publication, but as evidence of good faith, all letters or publications should be written on one side of the paper only.
No anonymous communications should be inserted. Anonymous communications will be inserted. Orders for extra copies of JAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Code: A.B.C. 6th Ed. Lister's P.O. Box, 88. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DEVEREAUX ROAD, J.I.
LONDON OFFICE: 131, FLEET STREET, F.C.

HONGKONG, MAY 12th, 1905.

"One of the most powerful characters in history." It is in these ridiculous words that the *Japan Chronicle*, speculating as to what may happen to China after her inevitably approaching demise, refers to the present EMPRESS DOWAGER. "This aged lady," as our contemporary respectfully and gently describes the cunning old woman whose masterful but deeply prejudiced rule affects the destinies of uncounted millions, has passed the three score years; and "must in the natural order of things pass away in a very few years, or perhaps even months." What will happen when that happens? We may be pardoned for the rudeness of answering one query with another. What should happen? Le roi est mort: vive le roi. That is usually all that happens. This "most powerful character in history," like many others, will leave about as important an impression as does a finger dipped in ocean. To speak of her as a "colossal figure," by herself holding in restraint the greedy Powers, seems to us sheer nonsense, and this belated and apparently uncalled for white-washing of her character only to be ascribed to one of those strange impulses that are colloquially known as "contrivance." The writer first seeks to base her claim to greatness on her achievement in forcing her way from her insignificant position as a mere eunuch in the Imperial Harem; and in retaining and consolidating her dominant position "in spite" of all the plots and intrigues of an utterly corrupt Court. Surely it is obvious that where there are plots, and corruption, such an ascent becomes easy, not "in spite" of but because of them? No abnormal intellectual power is needed. Feminine cunning is sufficient. "She stoops to conquer," sometimes stooping

very low indeed; and in cases like this, untroubled by nerves or any womanly modesty or fears, and certainly without scruples, the subsequent climbing may be foretold. The Western "prejudice" against the EMPRESS DOWAGER is alleged to have its origin chiefly in this, that the Western mind always takes alarm at the word "usurper." If history ever gives the right amount of space to this female Colossus, it will probably make it clear that the West has a few other things against the Chinese usurper, besides her summary ways of stopping reforms that the more impressionable Europeans seemed to be promising. It might be that we wrongly condemned the Empress Dowager for exercising supreme power after the Emperor had come of age; but we had every right to condemn her for the ways in which she exercised that power. The *Japan Chronicle* says:

"There is no question that the young EMPEROR proved weak and foolish, and for that alone she was justified in superseding him after he had shown his inability. It is open to argument whether a weak ruler may not in the long run be better for a country than a strong one, in English history we are indebted to some of our most foolish monarchs for our greatest blessings, Magna Charta, Habeas Corpus, and the evolution of Parliament. But that is one of the ironies of history; it is no argument that weakness or folly is commendable in a ruler."

The irony of history is not quite so apparent here as the irony of the historian.

Our contemporary may properly refer to King JOHN as a foolish monarch; but he was not what we understand by a weak one. When he became "too strong, we got Magna Charta; and if the Powers in China had been able to pull together as did the Barons at Runnymede, this Chinese septuagenarian would not now be claiming so much attention. It does seem as loose to thank a foolish monarch for "the evolution of Parliament" as it is not to see that happy conditions under a weak monarch are due to a strong people, which the Chinese cannot be said to be. How much the EMPRESS DOWAGER counts as a political factor, and how much her death will matter, may be gathered by an analogy we made some time ago. The Russian Tsar is supposed to be a weak monarch. His people's condition is not a happy one. There is in the case of Russia another factor, called bureaucracy; and in China the same factor is equally prominent. Our contemporary continues:

"It is not generally known that China has a Constitution, admirably framed when the Manchu dynasty was established. Every successive ruler has to swear to obey it, and they have in fact obeyed it consistently. Under this Constitution Emperors have been impeached, and have submitted to trial and punishment. One clause prescribes that an Emperor may be removed for breach of filial piety."

Evidently the conclusion follows that the EMPEROR, having been unfaithful, was quite constitutionally deposed. If the EMPEROR "went so far as to issue secret orders for the assassination of the EMPRESS DOWAGER," there does seem to be some question as to his weakness and folly, which were previously asserted to be unquestionable. It would have been unfaithful, and bad policy for his resigning future, to carry out such a task personally. It would have been foolish to make such an order other than secretly. It was a sign of a certain sort of strength, and certainly not politically foolish, to seek to dismember himself of such a wily and straggle-headed meddler with his Imperial functions. Our contemporary, who loves to dwell upon the aptitude of the West for judging the East wrongly, no doubt has reason to describe that incident as a crime; but why proceed to gloze over the undoubted crimes of the EMPRESS DOWAGER? We are told that "all the vituperation that has been heaped on the head of this venerable lady is misplaced," that it is not certain she knew of the deeds done officially to Kang Yu-wei's followers and the reformers. Somewhat unfortunately, in view of a recent Decree, our contemporary continues:

"The Dowager Empress did not make China, nor did she create its penal laws or barbarous usages; neither can she unmake them. They have existed through many centuries, and she can only take them as she finds them."

In that recent Decree, this "venerable lady" notes that *lingchi* is "not a merciful" punishment, and commands that the laws be revised, that is to say, un-made. Decapitation is cheerfully substituted. As for those criminals awaiting sentence under the old laws, "let them merely be summarily beheaded." Others were to be "summarily strangled." There is a confident air about this "venerable lady" in the face of the penal laws her Kobe champion thinks too much for her, that says much for her present power. Our contemporary says that "if death by slicing into a thousand pieces happens to be considered an ordinary affair to the Chinese, it appears ordinary to her also;

she is not to blame for being Chinese." And then former penal practices in England are referred to. What reasoning is this? The point is that judicial cruelties were abandoned long ago in England, and it was only in April last that the EMPRESS DOWAGER decreed their abolition in China. The vituperations against this venerable lady were indulged in prior to April; if they do not cease at once, it is because it is known that did it suit her purpose (say there was another reform movement) she would promptly revert to *lingchi* practices. It is monstrous to say that it is "practically certain" Her Majesty did not know what was happening at the Legations in 1900. If she be "one of the most powerful characters in history," it was her business to know; and living next door she was not colloquially clever if she did not find out. That there were lulls in the attacks was not due to a Chinese "anti-Boxer movement," but to belated doubts and fears and vacillations on the part of this venerable lady in her venerable villainies. The *Japan Chronicle* concludes:

"When the aged Dowager is gone, there will be no central, dominant figure in China. No Viceroy can wield so much influence. The feeble Emperor will be mainly under the conflicting influences of the foreign Diplomatic Corps; and it remains to be seen whether the Powers can be honest with each other and work together for the good of all concerned. Probably not; probably the tide will flow in favour of the most powerful combination of self-interests. But with Russia's prestige gone, there will probably be no very serious or permanent element of discord."

When there is an end to smug, mealy-mouthed and only half sincere deprecations of "self-interest," where all parties are and always have been "self-interested" in the fate of China, we may hope for saner and stronger policy in dealing with a world market at present wasted and misgoverned.

The German Mail of the 12th April was delivered in London on the 10th inst.

Yesterday's plague return enumerates three cases, one in the New Territory; two of the three were fatal.

By order of the Supreme Court, Messrs. Hughes and Hough did not put up for auction at Causeway Bay yesterday, as advertised, the steam-launch *Competitor*, the ownership of which is still in dispute.

It appears that the Chinese Engineering and Mining Co. did not gain much by their appeal to have their name removed from the records in the Chang Yen-mo case. They pleaded that Chang had no authority to cite them as co-plaintiffs, and Mr. Justice Farwell struck their name out as requested. He, however, added them as co-defendants.

Captain Andersen of the s.s. *Hailan* which arrived in port yesterday, reports having sighted the *Robert Cooke* and *Robert K.* towing the pontoon on its way to the stranded French cruiser *Sully* in Along Bay. He sighted them about 40 degrees S. W. of the Ladrone, going at full speed, and everything appeared to be all right.

The war does not appear to have affected deposits in the Japanese Post Office Savings Bank. The total amount of deposits on the 29th ultimo stood at 41,348,161 yen, depositors numbering 5,036,151. These returns show an increase of 10,275,766 yen in the amount deposited and of 1,400,402 in the number of depositors compared with the figures on the corresponding date of last year.

The case in which Pilot Lawlor is charged with infringing a harbour regulation was continued before Mr. F. A. Haselard at the Police Court yesterday. In the course of his evidence, Mr. Osborne, of the Godown Company, stated that during sixteen years prior to the passing of the new Ordinance there had only been one slight incident in berthing ships alongside the wharves; but since European pilots had taken the work in hand, a number of serious accidents had been very narrowly averted.

Four Chinese were placed before Mr. G. N. Orme at the Police Court yesterday charged with committing an armed robbery in the New Territory. They are alleged to have entered the residence of a widow at a village near Taiho, wrapped the woman in a blanket and bound her, and tortured the son until he told them where his mother's savings were secreted. They got away with money and jewellery to the value of \$127. The case was adjourned until to-day.

By kind permission of Lt.-Col. Aitken and Officers, the band of the 119th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, this (Friday) evening:

March—"The Royal Salute" Hume
Selection—"Merrie England" German
Valse—"Dolores" Waldteufel
Fantasia—"Songs and Dances of North Europe" Rühner
Song—"O Dry these Tears" Irving
Dance—"The Boston Belle" Godfrey
Selection—"Reminiscences of Scotland" Godfrey
Polka—"Mirette" Dupret
Menuet—"Horn D'Ouverture" Scotch Egg on Toast.
Soups—Bouillabaisse, Consommé, Vermicelli, Fish, Boiled Fish and Parsley Sauce, Entree.
—Grilled Sheep's Kidney on Toast, Boiled Quail with Chili and White Sauce, Sauterne Fillet of Beef, Joint—Roast Saddle of Mutton, Baked Stuffed Capon, Cold Ham, Curry—Curry Shrimps, Salad, Mixed Salad, Vegetables—Boiled Potatoes, Roast Potatoes, Carrots, Green Peas, Sweetcorn, Sweet Pudding, Rhubarb Tart and Cream, Mango Ice Cream, Finger Cakes, Fruits in Season, Tea and Coffee.

TELEGRAMS.

THE WAR.

["DAILY PRESS" SERVICE.]

A GERMAN WAR CORRESPONDENT ALERT.

HOPING TO SEE NAVAL FIGHT.

SHANGHAI, 11th May.

Baron Krieglstein (Kriegstein?), the special war correspondent of the enterprising German journal, *Lokal-Anzeiger*, leaves Shanghai to-night on the French steamer *Cecile*.

This steamer, formerly the *Wuchang*, has been purchased for the purpose. The correspondent is hoping to be in time to see the naval fight between Admirals Togo and Rozhdestvensky.

SENSATIONAL ARRESTS IN JAPAN.

KOBE, 11th May.

M. Bouguin, formerly Military Attaché to the French Legation at Tokyo, a step-son of his named Strange, and one Japanese, have been arrested.

The nature of the accusation against them is not yet revealed; but there is reason to believe that it has to do with espionage.

JUNCTION OF THE TWO SQUADRONS.

LONDON, 10th May.

The Russian Armada now consists of the First, Second, and Third Squadrons, Admiral Nebogotoff, according to St. Petersburg reports, having effected a junction with Admiral Rozhdestvensky.

THE CRISIS PAST.

LONDON, 10th May.

It is confidently reported here that the crisis caused by the neutrality difficulty at French Indo-China is over.

[REUTERS' SERVICE.]

FRANCE AND JAPAN.

LONDON, 9th May.

The Japanese Minister has not lodged a formal protest but has pointed out the facilities accorded to the Russians for concentrating and re-equipping in Indo-China. M. Delcassé has assured the Japanese Minister that France will scrupulously respect neutrality.

The newspapers admit that the situation is unsatisfactory, but do not consider it critical.

LATER.

In reply to Mr. Walton, Mr. Balfour said in the House of Commons, that the French Ambassador had supplied the following information, viz., as soon as Admiral Rozhdestvensky's presence in Kamranh Bay was known, representations were sent to St. Petersburg with the result that the Tsar himself ordered instructions to be telegraphed to the Admiral to leave the Bay immediately, and the Russians were subsequently reported at Honko Bay a few miles to the north; a ship was sent which found Admiral Rozhdestvensky there, though not within the territorial limit; thereupon the Governor of Ludo-China, who had been instructed to see that neutrality was respected, sent the Resident at Nhatrang to ask the Admiral to leave, which he promised to do on the 3rd May. In regard to the assistance from the French authorities at Kamranh Bay, I am informed that only two Frenchmen were there, neither of whom were officials but holders of concessions from the French Government.

THE SUNKEN WARSHIPS AT PORT ARTHUR.

It is stated by Tokyo papers that very good results have been obtained from the preliminary operations connected with raising the sunken ships at Port Arthur. It is expected, says the *Kobe Herald*, that six out of the seven will be saved. Work has already been commenced on the *Bayan* and another vessel—probably the *Anan*, which blocks the entrance to the dock. It is stated that the injuries suffered by the *Bayan* below the water line are insignificant. This ship, it will be remembered, is a first-class armoured cruiser of 7,800 tons, laid down in 1899. Work was to be commenced on the other vessels on the 5th of May and will be completed, according to present expectations, by August.

THE NEUTRALITY OF THE NETHERLANDS.

A contemporary points out that it is somewhat curious that the war in the Far East should have found a reflex action that temporarily disturbed the harmony of the Cabinet in Holland, where the Foreign Minister recently resigned. A difference arose with one of his subordinates, it is reported, as to the propriety of delivering a telegram to Admiral Urru off Sabang in January last. The Dutch Government has power to refuse to transmit telegrams to belligerents, under an international convention of 1875; it has also good reasons for wishing to stand well with the new naval Power in the Eastern sea. Hence the difficulty which resulted in the resignation of Baron van Lyden.

BALTIC NOTES.

COMMENDABLE IF TRUE.

A story was circulating yesterday to the effect that the Hongkong authorities are arranging to put up matched hospitals for use in case a naval fight occurs near Hongkong. We were unable to discover official confirmation; but the story is a reasonable one, as well as the action it relates.

A REAL PUZZLE.

It puzzles the Japanese people, as it does everyone else, to see what Admiral Rozhdestvensky has done that should evoke in the Russian journals such loud praise for his "daring and skill." After passing the Suez Canal, his enterprise has been little more than a commercial voyage from one French port to another, at each of which he could only with entire confidence upon the facilities for replenishing his supplies of fuel, food, and all other necessities as well as luxuries. A reasonable precaution had to be maintained lest a Japanese cruiser might have strayed so far away from home as to give him trouble, but beyond that he had nothing to apprehend. What was there to indicate the slightest professional skill and daring? Nothing. He came leisurely and without anxiety from Madagascar to Coochin China, and he pleased himself in choosing his harbour of refuge, which might as well have been Saigon as Kamranh, the difference being, as the *Japan Daily Mail* expresses it, just the same thing as between Portsmouth and Plymouth on the English coast under similar circumstances. He has left Kamranh. Is he going to Amoy? Is he going to attempt to rush through to Vladivostok? Is he going to carry on a wily trade and pretend to fight Admiral Togo just so that he can be detected or surrender and so save Russia's face? There can be but a few days pass before he finds himself opposed by Togo: then what? We share the Japanese confidence in victory for their fleet; but we do not believe for one moment that Admiral Togo is now going to let his own skill and the bravery of his subordinate run into recklessness. A crushing defeat for Russia will be the last that can happen on the sea during this war, but it does not necessarily mean the end of the war; and Admiral Togo is too shrewd not to see that to leave his country without naval resources would be the height of folly for Russia's powers of recuperation are greater than Japan's.—*Shanghai Mercury*.

THE GUNBOAT.

"The Gunboats *Acheron* and *Styx* are leaving Saigon to protect the neutrality of French waters,"—vide Telegram.
The kitten on the stair-top
Right bravely spins and swears,
Obstructing of the maid
That wants to mount the stairs.
The Gunboat in the fairway,
No whit to be out-done,
Faces a whole Armada
With one dear little gun.
They'd battleships and cruisers
And lesser ships to boot—
Up walks the little Gunboat
To stop the blooming shute.
Up walks the little Gunboat,
As who should bravely say—
"You enter at your peril!
Behold—I bar the way."
The Glorious Little Gunboat!
It's always on the spot
As soon as things get sultry.
And long before the're hot,
Breathing out fire and brimstone,
And swearing fit to bust—
And the nations bow before it,
De-bumbl'd to the dust.
—Joos Chinchinjos, in the *Singapore Free Press*.

THE COMING NAVAL BATTLE.

In view of the coming struggle between Admiral Togo and Admiral Rozhdestvensky, the *Ceylon Times* says, it may be interesting to note the respective strength of the two Naval Forces. It is, according to the latest evidence available, as follows:—

	RUSSIA.	JAPAN.
Battleships	8	5
Armoured cruisers	3	8
Protected cruisers	6	18
Unprotected cruisers	0	10
Coast defence ships	0	2
Torpedo craft	15	33

The Russian Fleet contains four magnificent battleships of great power in the *Swaroff*, *Alexander III*, *Borodino*, and *Orel*, all of which were completed in 1904; and the battleship *Oshibina* completed in 1901, is also a good vessel. But all the other Russian battleships and cruisers are third or fourth rate. The five Japanese battleships are older than the four new ones of Russia, but the important factor in the situation on the side of Japan is her batch of eight modern armoured cruisers with thick belts, heavy guns, and high speed. By Mr. Jan's (the Naval expert's) standard of strength the comparison stands as follows.—Russia 92; Japan 114.

Admiral Fremantle has remarked recently:— "When we consider the more homogeneous nature of Togo's fleet, and that he will be fighting near his base, with his ships in good condition, the preponderance is so great, if Mr. Jan's standard is correct, as to render Rozhdestvensky's chances almost infinitesimal. It should be remembered, however, that Mr. Jan properly gives points for speed, and that in mere gun-power the Russian Fleet is far more powerful than appears from the above comparison."

The same Naval authority sums up the situation thus:— "After all, it will probably be found that the problem will be solved by seamanship, and there is little doubt on which side the seamanship qualities exist. If Rozhdestvensky boldly attempts to fight his way through, he may reach Vladivostok with a few of his best battleships, but battered, and some of his fast cruisers. Any other tactics or attempted evasion will, I venture to think, result in complete disaster. At the same time, if the Russian Admiral is determined, and he can bring his ships into action in fair condition, Togo will not have an easy task. But I doubt if the circumstances, the long time out of dock of the ships, and the lack of seamanship in the Russian Squadron, will admit of this. It is more probable that they will tail off and be beaten in detail."

According to the Daily Mail the Japanese strategy will probably be as follows:—

The most energetic attacks will be made upon the Russian colliers and storeships, all of which are known to these attacks will be delivered by the fast armoured cruisers. Strong torpedo flotillas will assail the fleet as soon as it leaves the China Sea, where it is believed that the Russians intend to seize a base on Chinese territory. As Admiral Rozhdestvensky approaches the Japan Sea he will find the waters, though which he has to pass heavily mined, and, finally, the whole mass of the Japanese Navy will be used against him, fighting long-range actions, with the object of inflicting the utmost amount of damage upon his ships. For interest and importance in the history of the world the campaign now opening can only be compared with the great Trafalgar campaign, which began exactly a hundred years ago in April, 1805.

NAVIGATION IN THREATENED WATERS.

The advance of the Baltic squadron, remarks the *Japan Chronicle*, has naturally affected the navigation of steamers between Japan ports and abroad. According to a local vernacular journal, difficulties are arising between the crews or owners of foreign steamers chartered by Japanese and the charterers. Recently, says the *Kobe Shinbun*, Army ambulance men were shipped by a chartered foreign steamer, when a portion of the crew objected to the passengers and left the vessel, which was unable to sail for a time. A difficulty has now arisen between the Master of the Norwegian steamer *Viking* and the Osaka Shosen Kaisha. The steamer is under charter to the Osaka Shosen Kaisha to run between Japanese ports, Korea, and the China coast. The charterers decided to send the steamer to Kolung, Formosa, from Kobe on the 1st instant, but the master refused to go to Formosa, on the ground that Formosa was not a place mentioned in the charter-party. He maintains that "Japanese ports" in the charter-party mean only the ports of foreign possession of Japan, where special administration is in force, bearing the same relation to Japan as Hongkong or India to Great Britain, the charterers hold that Formosa ports are included in "Japanese ports" as mentioned in the charter-party. It has been agreed to decide this difference by arbitration, concludes the *Kobe Shinbun*, and the Master of the steamer has appointed Mr. Eugene H. Gill, of Messrs. Brown & Co., Kobe, as his arbitrator. The charterers have not yet appointed their arbitrator.

In a later issue our *Kobe* contemporary says:— "It is stated that the objections of the master of the steamer *Viking* to proceed to Formosa and incur risks in consequence of the presence in those waters of the Russians, have been overcome by the charterers of the vessel, the Osaka Shosen Kaisha. The *Viking* will engage in the company's coasting trade in Formosa."

GROWING FRENCH ANXIETY AS TO RUSSIAN SOLVENCY.

It is a highly significant symptom of the growing concern with which the French people—and for obvious reasons—regard the continuation of the war that so popular a periodical as *La Revue* should publish an article, entitled, "How to Save our Nine Millions." The author of this article signs himself "A Friend of the Alliance."

He says that France has not only lent to Russia the fabulous sum of nine milliards of francs, but that in her enthusiasm she has gradually raised Russian loans to a footing almost equal to that of Germany's stock. All this money has been spent on the extra expenses of her ally. Yet each fresh loan compromises the security of several that have preceded it, for the continuation of the war means continuation of the excesses that are undermining the Russian organism. It will take 15 years for Russia to repair the breaches in her public wealth, even if she makes peace now. If she goes on with the present war it will take 50. If imprudent France were to respond favourably to the fresh demands of the Russian Government, she would resemble a doctor who ordered a patient suffering from pleurisy to take a walk in pouring rain. He concludes that France can no longer advance Russia a sou until the conflict between her Government and people shall have definitely disappeared. The maintenance of the alliance with Russia is contingent upon the bestowal of a Constitution upon the Russian people. And in the present state of things such is the tension between people and Government that to aid the latter blindly is to alienate the former. The real French tradition renders obligatory the defence of the Russian nation against the bureaucracy. This, in the writer's opinion, is a strong argument against allowing a further loan in France. To avoid material ruin and to save her moral dignity France must henceforth turn a deaf ear to every appeal for funds from St. Petersburg.

ROYAL HONGKONG GOLF CLUB.

At the monthly meeting of the Royal Hongkong Golf Club, for Captain's Cup and Pool held on the 6th to 8th instant, the following returns were made:—

Captain's Cup.	
* Mr. W. W. G. Ross	33 14 = 79
Capt. J. Douglas	37 8 = 81
Mr. S. Fulcher	39 = 81
Mr. H. W. Robertson	41 10 = 81
Mr. T. C. Gray	41 8 = 82
Mr. E. D. Parr	42 10 = 82
Dr. C. Forsythe	46 10 = 86
Hon. G. Stewart	52 5 = 87
Hon. W. J. Gresson	59 12 = 87

Pool.	
* Mr. W. W. G. Ross	93 14 = 79
Mr. E. B. Macpherson	87 8 = 79
Mr. C. E. Aitken	88 = 81
Mr. S. Fulcher	89 = 81
Mr. S. Douglas	89 8 = 81
Mr. T. C. Gray	91 9 = 82
Mr. E. D. Parr	92 10 = 82
Hon. W. J. Gresson	99 12 = 87

* Tie.

THE GYMKHANA.

The Committee of the Pongkook Gymkhana Club advertise an invitation to the ladies to attend the first meeting of the season to be held at the Race Course, Happy Valley, to-morrow. The programme comprises six events, and the first race will be started at 4 o'clock.

CANTON.

(FROM OUR CORRESPONDENT).

10th May.

NO REST FOR THE WEARY.

The Kwangsi rebellion having been repressed, His Excellency Shun Chou Him sent a memorial to the throne asking for permission to retire on account of sickness; but it was refused.

THE CANTON ADMIRAL.

The Tatar General has been ordered to return to Peking, his post being taken up by Tatar Lieutenant General Hing Chum for the time being. Before he left, he went to Houqua Tigris and made an inspection of all the forts, and gave orders for certain repairs. The late Mok Sin Ho being dead, Li Chou is appointed acting admiral in charge of all the forts and ships of war.

ONE FAILURE MAKES MORE.

It is said that Russian ships of war are coming to the south and in order to maintain neutrality the Viceroy Shun sent a telegram to His Excellency Yuan Shi Kai, the Viceroy of Chihli asking for a few ships of war for the protection of Canton. His Excellency wired an answer to this effect: "Last year, when the Japanese men of war captured the Russian ships of war in Chiefo, the Chinese warships could do nothing to prevent them, and in consequence the Russian government blamed China for breach of neutrality. Therefore, it is not advisable to send ships of war to the South (Kwangtung) for fear of giving rise to diplomatic friction. But it is expected that the Viceroy of Canton will choose some experienced officials well up in diplomacy to command the few ships of war that are in Canton to cruise about the river and watch, and in case of any of the belligerent nations committing a breach of China's neutrality, the officials must not raise any complication; but reason fairly and justly according to international law so as to pacify both parties." Upon receipt of the above telegram His Excellency Shun has given orders to all the officials, civil and military, to keep strict watch in all the forts, and gunboats to cruise about the river, and no men to leave their posts without permission.

ROBBERIES STILL NUMEROUS.

After the death of Lum Kwa Sz, the brigand chief of the district of Heungshan, there appeared another person by name Lum Kwa Ng, the brother of the late Lum Kwa Sz, under whom there are four or five thousand banditti. They go about the district of Heungshan and its vicinity to plunder the boats of the people, and cut rice crops in the paddy fields. They levy blackmail upon the merchants, and set fire to the houses, so much so, that the villagers are very much afraid of them. The mandarin soldiers were trying to catch them, but without success. Whenever they fought with the soldiers in the battlefields the brigand chief Lum Kwa Ng had a white flag hoisted up on which appeared the legend: "Lum Kwa Ng seeks vengeance for his brother." The gentry in the district are so desperate and terrified that they have petitioned the Viceroy for permission to form a volunteer corps among the farmers and villagers, and arrange a loan of money to buy ships of war and gunboats to fight the brigand on land as well as on sea.

A ROBBER CHIEFTAINNESS.

We have been writing and talking about male brigands, and never thought of female brigands. In Heungshan there is a female brigand chief named Lai-E-Sa. She is of the age of about thirty, wears a short tight dress and garters, and looks like an Amazon of the Chinese theatre. Her associates number a few hundreds. Frequently they go to levy blackmail upon the villagers and kidnap children for ransom. While she was in Chishan, not far from Macao, some mandarin soldiers, helped by spies have arrested her.

A MANCUP FRAUD.

A few Manchu swindlers went to Fatshan with a subscription book illustrated with maps and pictures describing how, at the time of the Boxers' disturbance at Peking, the Imperial Palaces were destroyed by foreigners and many things stolen. Now the Peking government required money to repair them, and they asked the people to subscribe money. They went from house to house to ask for subscription; some people who believed them subscribed.

A NATIVE SCANDAL.

There are some houses in the city for families to gamble in, about the doors of which are hung up sign boards with "the residence of Judge," "the residence of general" or the title of some high official; so that police or rascals fear to go in and break the gambling nest. They are always well provided with tiffin, tea, tobacco, and cakes, and private rooms. There are games of fan-tan, dice, and cards. Some families play heavily and, as is frequently the case, when they lose all their money and jewellery they go to the land. When a woman or girl loses her all and has no money to pay she is kept there until some body redeems her. In fact these places are pandering to vice. Lately, it having come to the knowledge of the mandarin, some few have been seized and closed and the keepers thereof arrested and imprisoned.

WHO WERE THEY?

A few foreigners in European dress armed with rifles and revolvers and accompanied by an interpreter went by steam launch into the hills. The villagers were very much afraid thinking that the Japanese were going to take their territory. Some say they went there to measure and survey for a railway, and others say for lighthouses; but the gentry of the districts were so terrified that they brought the matter to the notice of the district magistrates.

FROM BAD TO WORSE.

Some few years ago the Viceroy issued an order to close all the gunsmith shops in Canton, and whenever a person was caught manufacturing or repairing guns, he would be arrested and put

in prison. So nearly all the gunsmiths closed their shops and left Canton. They went to associate with robbers and pirates and taught the latter to repair and manufacture guns and shots.

His Excellency seems to be in earnest. Thinking that the soldiers in Canton are not enough, he has sent a few recruits to Kwangsi to enlist a thousand soldiers. Perhaps what they bring back will be Kwangsi rebels.

MOTOR-BOAT FOR WEST RIVER TRAFFIC.

At the invitation of Mr. C. G. Moxon a number of residents last evening attended the trial trip of a large motor-boat built to the order of an enterprising Chinaman for commercial purposes on the West River. The boat is 65 feet in length and has a beam of 14 feet. She was built in Messrs Bailey and Murphy's yard at Kowloon, and is fitted with an English motor (Gardner's, London), kerosene being the motive power. The advantages of such boats for the river traffic of China are obvious. Her draft is only 13 inches at the stern and practically nothing at the bow, so that she is quite capable of navigating the shallows which abound in the river above Wuchow. Her speed is 8 1/2 knots. The Hon. Mr. Gershom Stewart in proposing "Success to the *Luangchow*," spoke in terms of admiration of the boat which he anticipated would be the precursor of many similar boats on the inland waters of China in the near future. Mr. Moxon, who is sole agent for these motors in Hongkong, in acknowledging the compliment, paid a well-deserved tribute to the builders, Messrs. Bailey and Murphy, and to Mr. J. W. Lee who took charge of the motor on the trial trip and had rendered useful service in connection with its installation.

Everybody on board was most favourably impressed with the capabilities of the boat, and when to the advantages of economy of space in engine room, as compared with the steam launch, we add the great advantage which lies with the motor-boat in the matter of first cost and maintenance charges, it must be recognised that the motor-boat, for commercial purposes, is certain to become popular. The *Luangchow* is the first motor-boat of this kind which has been built in Hongkong but when its advantages and capabilities become known the wish of the builders for "repeat orders" will doubtless in due time be realised.

TENNIS TOURNAMENT.

The third round in the Hongkong Cricket Club's tennis tournament closed yesterday. The only unfinished match is between Craig and Falloon in the single handicap. These competitors were playing until a late hour last evening, but had to postpone the match until this afternoon. Other results are as follows:—Championship—H. Pinckney beat H. Humphreys.

Single Handicap B 1—Shade beat Humphreys; Pinckney beat Bouchier; Master beat Beattie; and Lawson beat Edwards.

Double Handicap—Kayvett and Beattie beat Purcell and King; Hastings and Shade scratched to Falloon and Novell; Ormiston and Phelps beat Sclanders and MacKenzie; Swan and Koch beat Turner and Smith.

Professional Pairs—Boyd and Macpherson beat Humphreys and Jupp; Ross and Carpenter beat Murphy and Turner; Smith and Phelps beat Edwards and Humphreys; Hastings and Shade beat Atkinson and Morrell.

Single Handicap B 2—King beat Spencer; Bird beat MacKenzie; Lammer scratched to Henderson.

NAVAL NOTES.

H.M.S. *Alacrity* will sail for Weihaiwei tomorrow according to present arrangements.

The special torpedo-boat *Hecle*, which has been sent out to this station for service as a depot ship for torpedo-boat destroyers and is now at the torpedo anchorage at Yamat, will be a most useful addition to the fleet as it will be possible to effect repairs to destroyers at sea. She is to destroyers a species of floating dockyard, as she carries everything requisite for making good any defects. The *Hecle* is a ship of 6,400 tons and 2,400 H.P. She was commissioned at Chatham on February 22nd, and carries the following officers:—Captain Edward F. B. Charlton; Gunnery Lieutenant Ernest H. Dobbin; Lieutenant John Kiddle, John May, and Hugh H. Rogers; Chaplain, Rev. F. G. B. Hastings, B.A.; Fleet Surgeon William Hackett, M.D.; Paymaster W. G. Littlejohns; Surgeon E. A. G. Wilkinson, B.A.; Sub-lieutenant R. W. Wilkinson; Assistant-Paymaster Eustace R. Bruce.

H.M.S. *Albion* came out of dock yesterday and proceeded to man-of-war anchorage where she was coaled from the *Mercede*. This ship, and the *Benacerrre*, are the only big British war craft at present in port.

FIRES.

Fire broke out in a piece goods store at 248 Des Vaux Road in the early hours of Thursday morning, and considerable damage was done before the fire was got under way. The goods in the shop were destroyed, also part of the furniture on the second floor. The other two floors, which are used as a store room, were empty. The fire is supposed to have originated in a cockloft. The brigade turned out under Deputy Superintendent Lyons, and after playing the hose on the premises for over an hour got the fire under way. The premises and stock are insured in the Lancashire and Hamburg Insurance Companies for \$10,000.

A fresh outbreak occurred yesterday in the coal marshes near the Tsimshatsui Police Station, but was again put out before much damage resulted. The coal is now being turned over.

SUPREME COURT.

IN BANKRUPTCY.

Thursday, 11th May.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE).

CHAN LEUNG CHEUNG EX PARTE CHUNG KI CHU. Mr. C. Dixon (of Mr. J. Hastings's office), who appeared for the creditor asked for a receiving order. A declaration had been filed in support of the petition, and an act of bankruptcy lodged, the debtor having absconded from the Colony on the 18th ultimo with intent to deceive or delay his creditors. A declaration as to assets had also been filed.

An order was made.

U FUK EX PARTE WONG PUK TEUN.

Mr. R. Harding (of Messrs. Ewins and Hardest), applied from an adjournment for 14 days, as probably the debtor would pay, a composition. Granted.

KWOK YIK TONG EX PARTE THE DEBTORS.

This was a public examination by Mr. Wakeman, Official Receiver. Kwok Yik Tong, a partner of the firm stated: I carry on business as a druggist at 100, Hollywood Road. My partner went to the country about ten days ago. I commenced business between two and three years ago with a capital of \$600. Both my partner and myself took an active part in the business. My landlady distrained my goods and furniture, and sold them by auction. I have no other property, neither has my partner, who has gone to some place in the Nanhai district, near Canton. I went bankrupt as people sued me and I had not sufficient business to carry on with. The \$600 capital was all lost. The debts recoverable due to the estate amount to \$300. My business was cash and credit. In the course of the year my takings were \$700. My partner said he was coming back when he left. He went away because he was not well.

The examination was adjourned sine die on the application of the Official Receiver, and an application by Mr. H. K. Holmes for adjudication was granted.

HONGYEE YACOBIE EX PARTE THE DEBTOR.

On the application of the debtor through his solicitor, Mr. B. K. Holmes, the Official Receiver consenting, an order for adjudication was made and the public examination adjourned.

WAI YUEN BANK EX PARTE THE DEBTOR.

Mr. Master (of Messrs. Johnson, Stokes and Master) made an application under Section 33 of the Bankruptcy Ordinance, sub-section 2, that costs of proceedings in this bankruptcy be paid out of the estate.

An order was made for the payment of such costs, together with the cost of the application.

YUENG CHUK SAN EX PARTE CHIEUNG FAI NAM.

This was another public examination. Yueng Chuk-San, examined by the Official Receiver:—I am assistant comptroller to Messrs. Hudson & Co., and have been so for eight years. I am in charge of accounts, and do buying and selling business on my own account. I have done so ever since I have been with the firm. I went bankrupt on account of the Tai Sing. I was security for Hang On, and had to pay money for him. I have not paid it yet, but the firm want me to pay it. The amount is over \$10,000. Hang On bought the bill, and I and Tai Sing secured it. It was a bill for 33 days for money lent to the Hang On. The amount of the bill was Taels 15,000. Tai Sing paid it all. Now he wants me to pay my share, and I cannot. He has pressed me for it. I guarantee the bill as a friend, because the Master of the Tai Sing is my friend; before I guaranteed it I was solvent. In addition to this \$10,000, I borrowed considerable sums from other people, but gave them no security. I borrowed \$7,000 from the Wai On Bank, in which I had some shares. When I borrowed I expected to repay from the results of my business. My salary is \$100 a month and I get commission as well.

The examination was closed.

WONG SAN PO AND ANOTHER EX PARTE WONG CHUN OI.

In this case a warrant is to issue for the arrest of a debtor. Mr. Almada e Castro for the petitioning creditor applied for adjudication. This was granted and the Official Receiver appointed Trustee.

QUAN YUEN FIRM EX PARTE LAI TSE TSAN.

The Official Receiver asked that this case be adjourned for a week. Cheng Yuk Po, a partner, had been handed over by the Portuguese Government at Macao, and was now in Victoria gaol. An adjournment was granted.

WAI LEUNG SHEK EX PARTE THE DEBTOR.

The Official Receiver opened this public examination.

Wai Leung Shek, examined, stated: I am comptroller to the Stockton Milling Company and have been so for three years. I lost about \$70,000 while with Messrs. Holiday, Wise and Co. as I had to give security for the purchasers and they failed; \$30,000 is due to me in security, and the balance in goods. I cannot recover the \$70,000 from Messrs. Holiday, Wise and Co. I owe Mr. Michael \$30,000 for shares in which I speculated. I have no property except furniture, &c., and no money owing to me. I found myself in difficulties four years ago, and have been trading since, knowing that I could not pay my debts.

Debtor, examined by Mr. Michael: My income is between \$150 and \$170 a month, and I spend \$100 for expenses. I pay \$75 for house rent. In settling a flour transaction sometime ago, in which a payment was made in settlement in the sum of \$30,000, I did not receive any portion of this. The whole amount was paid to the Stockton Milling Company.

His Lordship:—What do you propose to pay? Debtor:—I cannot say that now.

The Official Receiver:—His assets are about \$1,500 or \$1,600, and his debts amount to \$43,629.

The examination was adjourned for a month on the application of Mr. Michael.

YU FAT BANK EX PARTE YEUNG TAO CHAI.

Ma Yun, a partner in the bank was publicly examined by the Official Receiver. He said: There are four partners in the bank. I first heard of the bankruptcy about the end of March. My accounts have all been handed to a solicitor. I did not endeavour to keep out of the way to save filing my statement of affairs.

The Official Receiver:—I would ask your Lordship to commit this man under Section 57. He has been keeping out of the way, and did not attend the first meeting of creditors.

Debtor informed His Lordship that he was present when his creditors met, and Mr. Goldring, who represented a petitioning creditor, stated that this was so.

His Lordship informed debtor that he must give all the information in his power to the Official Receiver concerning the property.

Mr. Goldring stated that in this case a majority of creditors had resolved that Mr. O. A. Hastings be appointed trustee in bankruptcy. He wished to oppose this on the ground that it was creating a precedent of solicitors being appointed trustees, and such was not advisable in a colony like this and, therefore, on behalf of the petitioning creditors, he would ask that Mr. Wakefield be appointed trustee.

Mr. Dixon said he appeared on behalf of creditors representing about \$30,000, whereas petitioning creditors represented only about \$2,500. The creditors for whom he appeared were the only ones who had proved their debts, and the resolution appointing Mr. Hastings trustee was carried by nine-tenths of the creditors.

An order was made for adjudication, and Mr. G. A. Hastings is to be appointed trustee on his giving security to the satisfaction of the Registrar in the sum of \$120,000.

YAMEN UNDERLINGS AND THEIR INTRIGUES.

When a few months ago an Imperial edict was issued commanding the withdrawal of the Director Generalship of Grain Transport, whose headquarters are at Tsingkiangpu, the three or four thousand underlings belonging to that official and his subordinate officers yamens were greatly excited since their vested interests, handed down from father to son for several centuries, were thus swept away by a few strokes of the "vermillion" pen. Then came the edict creating the new province of Kiang-huai, with Tsingkiangpu as the capital, and the retiring Director General, En Shou, as the Governor of Kiang-huai. This proposed new regime, of course, brought joy into the hearts of the yamen underlings, for, naturally they expected to be retained in their old posts. Their joy, however, has not remained long, for, as we know by the Imperial edict last week, the decree creating the new province of Kiang-huai has been cancelled and the new Governor ordered to go up to Peking for an audience. Now comes the intrigue of the underlings and members of the various trades of Tsingkiangpu to present the Governor (En Shou) several tens of tablets inscribed with adulterary phrases, and it is stated that no less than a hundred "Wan-min-san," or Myriad-names Umbrellas contributed by the inhabitants, were also given his Excellency, to which were also attached satin and silk ribbons with adulterary phrases. Following this came petitions signed by thousands of the inhabitants of the city—also the work of the yamen underlings—praying his Excellency to remain in Tsingkiangpu and declaring that his "children" would die if he left them to the tender mercies of his successors, whoever they may be. The sarcasm of it all was that no Director General of Grain Transport has been known, within the living memory of the inhabitants of Tsingkiangpu, to have allowed more latitude to his yamen underlings to squeeze and oppress the people than this very official. En Shou, when it was found that the latest Imperial decree was to stand, and no more chance left to the underlings to "squeeze" officially, they made the unlucky trade-people ten days ago call a strike and close their doors to business and declare that they would do no more trade or work unless the new Governor was retained and the new province of Kiang-huai remained. But when his Excellency the same day made a show of exhorting his "beloved" subjects to reopen their doors to business, the alacrity to obey him was ludicrous, thus putting to naught the intrigues. But strikes of this nature are looked upon in strict Chinese law as rebellion, and so when Viceroy Chou Fu heard of it his Excellency considered matters to be serious enough to call for his personal presence at Tsingkiangpu. Hence we learn of his leaving Nanking for that city on Saturday last, and we understand that the Viceroy is determined to probe the whole matter through.—N. C. Daily News.

THE IMMORALITY OF THE MENU.

Canon Lyttelton, Eton's new headmaster, addressing the Moral Educational Society of Manchester, contended that it is well-nigh impossible for even the best-intentioned man to live a life of physical purity if he eats meat to excess. As soon as the diet is changed from meat to vegetables there is a diminution in animal desires. Menus of well-to-do people, he contended, are on a topsy-turvy principle. Instead of being arranged so as to appease hunger, they stimulate the appetite. If cheese and sweets came first, far less meat would be eaten. Every single meal taken according to the modern menu, he said, was a distinct appeal to the passions.

(The problem, comments the *Singapore Free Press*, naughtily, is to discover why Canon Lyttelton is in a position to speak with such authority.)

SHIPPING NOTES.

The Nippon Yusen Kaisha has ordered two steamers of 2,500 tons each to be built in England. They are intended for the North China service.

STEAMER MOVEMENTS. With the port French mail will leave Saigon on Friday, 12th inst. at 4 p.m. for this port. The C.P.R. str. *Athene* arrived at Kobe at 7 a.m. on Tuesday, the 9th inst., and left again at 4 a.m. on Thursday via Nagasaki for Shanghai, where she is due to arrive at 5 p.m. on Sunday, the 14th inst.

The str. *Gregory* from Calcutta, left Singapore on the 10th inst. p.m., and may be expected here on the 15th inst. The Ben Loe str. *Benlomee*, from Antwerp and London, left Singapore yesterday for this port.

NOTICE.

WE HAVE THIS DAY

REMOVED TO No. 17, QUEEN'S ROAD,

Premises formerly occupied by Mr. FR. BRUNCK, silk lace manufacturer, and Next Door to our Former Address.

LONG. HING & CO..

DEALERS IN PHOTO GOODS.

Hongkong, 4th May, 1905.

COUNT OKUMA ON THE SITUATION

AN INTERESTING SPEECH.

Before a general meeting of the Progressists on the 27th April, Count Okuma delivered an important address on the present situation.

In the course of his remarks, a translation of which is published in the *Japan Chronicle*, the ex-Premier pointed out that during the fifteen months of the war 393,000 men had been put hors de combat owing to illness, wounds, or death, 50,000 being killed. The nation could, however, congratulate itself upon having inflicted a severe blow upon the enemy; but with the lapse of time there was the danger that the nation might take too optimistic a view of the conditions, and he gave warning against this contingency. The prospect of peace, he maintained, was far from bright. There were rumours of peace after the battle of Mukden, but nothing materialised, and it was apparent that Russia intended to continue the struggle. For his part, he did not fear the fighting quality of the enemy, his financial capabilities, nor intervention, but he did fear the possibility of public feeling being overcome by a weariness. It was of the utmost importance, therefore, to awaken the people at large to the importance of cultivating the spirit of endurance, as it was the nation's duty to effectively resist the requirements of the campaign. The talk of a glorious peace brought up illusions and caused ill-considered judgments to be formed of things in general; but these delusions were those that had to be guarded against.

Alluding to the advent of the Baltic Fleet and the uncertainties of naval warfare, and giving some historical parallels, Count Okuma said the battleships and cruisers of our days endured a good deal of knocking about and heavy bombardment before going to the bottom; therefore the idea of catching the Baltic Fleet in a single net was incompatible with the dictates of common sense. He asked his hearers to imagine for one moment what the consequences would be if Japan lost the command of the seas. Flippancy and light-heartedness were the cause of defeat. Diplomacy under certain circumstances was equal to a million troops, and tended to bring the enemy to his knees, but in saying that he did not wish it to be understood that he advocates a temporary peace, which was no better than a truce. What he meant to suggest was that if a means could be found for defeating the enemy without fighting, recourse should be had to such means.

The war was being waged for the sake not only of Japan, but of humanity and civilisation and economic development generally. It was the duty of the nation to provide for the families of those who had fallen in their country's cause, and to commemorate their deeds in some lasting form. Count Okuma pointed out that as business circles might become depressed as the result of the war, it would be the duty of the Government to practise the strictest economy. Up to the present there had been two levies of tax, amounting to 150 million yen, out of which 50 million was appropriated for paying interest on the war loans. There was a surplus of 50 to 60 million yen arising from the postponement of Government undertakings, and thus there was a yearly income of 150 to 160 million yen, which could be used for defraying the cost of the military campaign which might have to be maintained in Manchuria to meet the Russian plans. In that way Japan could go on fighting for a score of years to come. Economy and endurance must go hand-in-hand.

He condemned the extravagance which had been shown in some quarters by entertainments in which even "horses" had participated. The sum of seven or eight hundred million yen, just four times in excess of the usual national expenditure, had been appropriated for war purposes, and it might be imagined by some that as the money was coming in like water they were free to spend it extravagantly. It should be borne in mind that this was the hard-earned money of the people, or had been borrowed at a high rate of interest and, therefore, it should not be squandered. As there was no likelihood of any great battle in the immediate future, and no further necessity for raising a foreign loan or for increasing the taxes, no embarrassment was felt, but there was work to be done for the future. At the conclusion of the war there would be an absolute necessity for increasing the nation's yearly income by from fifteen to sixteen hundred million yen, for just purpose the system of taxation would have to be improved and new resources found.

Japan's victory was fundamentally due to the combination of government, national cohesion and unity of thought had been responsible for the position in which the nation now found herself.

At the conclusion of his lengthy address, Count Okuma said that with the cessation of hostilities the patriotic flame of the people would lose its brilliancy. But there was a channel in which it ought to be directed instead of being wrapped up and laid aside as something not wanted till the next war. It was a motive power that could direct commerce, legislation, Houses of Parliament, Government, or anything else with an ample margin for marked improvement. Even the Emperor of Germany had called upon his recruits to regard the Japanese Army as a model. If they could only emulate the spirit animating the army and introduce it into all their national undertakings—such as politics, literature, morality, in short, what is called civilisation—they might, nay certainly would, prove a wonder and an example to the world.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 11th at 11.55 a.m. The barometer has risen over N. China and Japan.

Pressure is highest between the E. coast of China and W. Japan.

Gradients are slight generally, and moderate N.E. and E. winds may be expected over the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate E. winds; fair.

The State legislature of New York has passed a Bill which deprives the New York City Board of Aldermen of its power to grant concessions. The passage of this measure is regarded as a severe blow to Tammany Hall.



TANSAN

PER CASE OF 48 PINTS... .. \$6.5

PER CASE OF 100 SPLITS 8.00

TANSAN

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO CO. LD.

THE PREMIER PIANO FIRM AND THE ONLY PIANO SPECIALISTS

IN HONGKONG: NOT MERE DEALERS, BUYING AT ONE PRICE AND SELLING AT ANOTHER, BUT

PRACTICAL EXPERTS

AND MANUFACTURERS

DEVOTED EXCLUSIVELY TO THE MUSICAL INSTRUMENT TRADE.

FACTS OF THE FIRST IMPORTANCE

TO PIANO BUYERS.

This Company is also by far the LARGEST PIANO BUYER IN CHINA and gives the most SOLID VALUES and Wide Selection of Makes chosen at the Factories and ABSOLUTELY GUARANTEED.

Hongkong, 9th April, 1905.

DR. NEWELL WILSON, DENTIST.

Latest American Methods. Reasonable Fees.

No charge for examinations. Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS 31, Queen's Road Central. Hongkong, 19th October, 1904.

NEW ADVERTISEMENTS

NOTICE.

APPLICATIONS are invited for the appointment of a FEMALE PROBATIONER NURSE, which will be vacant on the 1st July next in the Government Civil Medical Department of Hongkong.

Applicants must be of British parentage and not under 20 years of age.

Applications in the handwriting of the applicant, with Certificates of Character, etc., should be forwarded to the Principal Civil Medical Officer, at the Government Civil Hospital, not later than Noon on the 5th proximo. Salary, etc.—\$350 rising by annual increments of \$50 to \$450 per annum, with uniform, attendance, free furnished quarters and an allowance of \$84 per annum for fuel and light.

Full particulars may be had on application.

FRANCIS CLARK,
Principal Civil Medical Officer,
Government Civil Medical Department,
Hongkong, 12th May, 1905. [1189]

HONGKONG GYMKHANA CLUB.

THE COMMITTEE invite the LADIES of Hongkong to be present at the FIRST MEETING of the Season to be held at the HAPPY VALLEY, TO-MORROW (SATURDAY), 13th inst.

The charge of a mission will be \$1 for other than Ladies. Members of the Hongkong Jockey Club, and Members of the Hongkong Gymkhana Club.

Post entries will be accepted for events Nos. 2 & 4.

The First Race will start at 4 P.M.

C. G. MACKIE,
Hon. Secretary.
Hongkong, 12th May, 1905. [1191]

PUBLIC AUCTION.

THE Undersigned has received instructions from D. H. SILAS, Esq., to Sell by Public Auction,

on FRIDAY, the 19th May, 1905, commencing at 2 P.M., at his residence, "The Den" Castle Steps, the whole of his

VALUABLE HOUSEHOLD FURNITURE,

Comprising—
HATSTAND with BEVELLED MIRROR, HALL and HOLTZ DRAWING ROOM SUITE, CHIFFONNIER with MIRROR, CONSOLE TABLE with BEVELLED MIRROR, CARD TABLE, OCCASIONAL TABLES, ENGRAVINGS, MARBLE MANTEL CLOCKS, VASES and ORNAMENTS, &c., &c.;
MAHOGANY EXTENSION DINING TABLE, MARBLE TOP SIDEBOARD with BEVELLED MIRROR, DINNER WAGGONS with MIRRORS, LEATHER COVERED ARMCHAIRS and DINING CHAIRS, ICE CHEST and FUNKAH, &c.;
BRASS MOUNTED BEDSTEADS, WAUDBOES with BEVELLED MIRROR, BUREAU with MIRROR, TOILET TABLES, MARBLE TOP WASHSTANDS, TOILET SETS, &c., &c.;
BATHROOM, PANTRY and KITCHEN REQUISITES;

Also
A Quantity of FINELY CARVED CANTON BLACKWOOD WARE;
1 COTTAGE PIANO by COLLARD and COLLARD;
A Quantity of GAS FITTINGS, &c., &c.

A Large Quantity of PLANTS in POTS.
Terms.—As Customary.
On View from Tuesday, the 16th May, 1905.
GEO. F. LAMMERT,
Auctioneer.
Hongkong, 12th May, 1905. [1192]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITIAN"
Captain Roach, will be dispatched for the above ports on SUNDAY, the 14th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARBAIK & CO.,
General Managers.
Hongkong, 11th May, 1905. [1186]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE British Steamship
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared before the 17th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 20th inst., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.
Agents
HONGKONG, 10th May, 1905. [1187]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NINGCHOW"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 12th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 17th May.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th May will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 20th May, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th May, 1905. [9-10]

NEW ADVERTISEMENTS

TASTE

FUSSELL'S Pure Rich Thick CREAM
and you will have no other.

ONCE
Colonists, Miners, Sailors, Yachtmen, Hotel Proprietors, in fact "Everybody" in all parts of the Globe have pronounced it as "Simply Delicious."

Sole Agent,
H. RUTTONJEE,
For South China.
Hongkong, 12th May, 1905. [1188]

TO LET.

TWO FURNISHED ROOMS with Beard in a private family, for Two Gentlemen. Good and healthy position.

Apply to—
Care of Daily Press Office.
Hongkong, 12th May, 1905. [1190]

AUCTIONS

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW (SATURDAY), the 13th May, 1905, at 2.30 P.M., at his residence, 10, Queen's Road, the following:

SUNDRY HOUSEHOLD FURNITURE, PICTURES and ORNAMENTS;
CANTON BLACKWOOD FURNITURE; CROCKERY, GLASS and PLATED WARE;
LAMPS, One IRON WINE RACK, COPYING PRESS, JINKIKOSHIA, 2 FRESHWHEEL BICYCLES, and COOKING STOVE, &c., &c.;
One YOST TYPEWRITER;

Also
A Few GENTS' BOOTS and SHOES.
Terms of Sale.—As Customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 11th May, 1905. [1185]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED, TO-DAY (FRIDAY) AND TO-MORROW (SATURDAY),

the 12th and 13th May, 1905, commencing each day at 3 P.M. sharp, at their SALES ROOMS, No. 8, Des Vaux Road, Corner of

100 House Street.
A VERY FINE COLLECTION OF JAPANESE CURIOS AND WORKS OF ART,

Comprising—
SILK-EMBROIDERED PALACE and TEMPLE HANGINGS, BED COVERS, CUSHIONS, VERY FINE SATSUMA TEA SETS, VASES, WALL PLATES, INYENSE BURNERS, BRONZES, and BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD and SILVER CLOISONNEWARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c.

Catalogues will be issued.
Terms.—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 8th May, 1905. [1159]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 15th day of

MAY, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land above Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1899.

1160

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	1711	Conduit Road.	N. 85° 01' 124.0' E. 75° 00' 8.08 61 1.35			

INTIMATIONS.

COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

WM. PARLANE, Manager
Hongkong, 18th November, 1901. [52]

NOTICE.

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially Caterers for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blake Pier by Ricksha or Electric Tram.

Launches will call alongside vessels in the harbour flying the Call Flag E.

Telephone 142.
Hongkong, 2nd January, 1905.

CHEAP BEDSTEADS FOR SALE.

THE Undersigned has a very large stock of IRON BEDSTEADS and AMERICAN STEEL WIRE MATTRESSES on hand for Sale at very moderate prices.

6' 2" by 3' 6" Steel Wire Mattress \$5.50 each.
6' 2" by 4' 6" " " 6.50 " "
6' 2" by 6' " " 7.50 " "

Prices for Bedsteads and various sizes of Mattresses on application.

A. TACK & CO.,
26, Des Vaux Road Central.
Hongkong, 26th April, 1905. [1703]

RUINAET PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal)

LAUTE, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1905. [43]

INTIMATIONS

ESTATE OF THE LATE KAVASJI BYRAMI TAVARIA.

ALL Persons having Claims against the above Estate are requested to send in particulars of same to the undersigned within SEVEN DAYS from date.

HORMASJEE RUTTONJEE,
Executor of above Estate.
Hongkong, 11th May, 1905. [1184]

PRAYA EAST RECLAMATION.

MARINE LOT OWNERS interested in the above are invited to attend a MEETING to be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, TO-MORROW (SATURDAY), the 13th instant, at 3 o'clock P.M.

C. P. CHATER.
Hongkong, 9th May, 1905. [1167]

NOTICE OF REMOVAL.

THE Office of LUTGENS, KINSTMANN & CO., has been removed to No. 2, PEDDER STREET, opposite the Hongkong Hotel, Side entrance.

Hongkong, 8th May, 1905. [1157]

WANTED.

PARTNERSHIP-CONSULTING ENGINEER. British Engineer desires Partnership with a Reliable Man or firm. Willing to put in Capital. Principally in India.

Apply to—
Care of Daily Press Office.
Hongkong, 9th May, 1905. [1165]

NOTICE.

ON and after this date I WILL NOT BE RESPONSIBLE for any DEBTS contracted by my Wife, Mrs. ALBIRA FRANCIS THOMAS.

GEORGE THOMAS.
Hongkong, 6th May, 1905. [1156]

WANTED.

YOUNG Gentleman desires situation as GENERAL OFFICE ASSISTANT. Has a thorough knowledge of Bookkeeping, Typewriting, and can also speak the Chinese Colloquial fluently. Excellent references.

Apply to—
C. B.,
Care of Daily Press Office.
Hongkong, 29th April, 1905. [1102]

WANTED.

AN ASSISTANT MATRON for a Boys' Boarding School.

Apply to—
REV. F. T. JOHNSON,
St. John's Cathedral.
Hongkong, 9th May, 1905. [1164]

A. LING & CO.,
FURNITURE STORE.

PLATED GLASS and CROCKERY WARE, &c., &c.; and FOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [222]

TO LET.

DWELLING HOUSES on Pedder's Hill, occupation from the 1st June.

For Further Particulars, apply to—
DAVID SASSOON & CO., LD.
Hongkong, 9th April, 1905. [907]

TO LET.

A LARGE and SPACIOUS ROOM or OFFICE on the First Floor of 34, QUEEN'S ROAD CENTRAL (Opposite the Post Office).

Apply to—
WONG CHU SANG,
Care of Yee Sang Fat.
Hongkong, 11th May, 1905. [1183]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th March, 1904. [8]

TO LET.

"THE OAK" No. 33, CONDUIT ROAD, Six Roomed House, with Tennis Court.

Apply to—
C. F. DE CARVALHO,
Care of H. and S. Bank.
Hongkong, 10th May, 1905. [1179]

TO LET.

DUNHEVED 33, Robinson Road.

Apply to—
HO U. MING,
81, Queen's Road Central.
Hongkong, 11th April, 1905. [853]

TO LET.

EYRIE, Unfurnished. Newly repaired. Painted and Colourwashed.

No. 21, BELILIOS TERRACE, 1st Row.
No. 21, " " 3rd Row.
No. 18, " " 3rd Row.
No. 20, " " 3rd Row.
No. 7, BEACONSFIELD ARCADE, Top Floor.

BISHOP'S LODGE SOUTH (Furnished) from 23rd June for 2 or 3 months.
"WESTWARD HO" Bonham Road, Grand Floor.
No. 1, DES VEAUX VILLAS.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.
2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 26th April, 1905. [90]

TO LET.

NO. 22, ROBINSON ROAD.

ONE ROOM, on 1st Floor of No. 2, Pedder Street, for Office.

Apply to—
AHMET RUMJAHN,
Hongkong, 29th April, 1905. [1103]

TO LET.

NO. 12, KNUITSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 5th May, 1905. [1143]

TO LET

TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front.

Apply to—
M. J. D. STEPHENS, Solicitor,
18 Bank Buildings.
Hongkong, 29th March, 1905. [815]

TO LET.

MEIRION No. 2 THE PEAK. From the 1st June, 1905.

Apply to—
E. JONES HUGHES.
Hongkong, 9th May, 1905. [1166]

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

Apply to—
Care of Daily Press Office.
Hongkong, 9th March, 1905. [675]

TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—
LINSTED & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. [478]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—
CHUNG SHUN KOO,
12 & 14, Queen's Road Central.
Hongkong, 24th December, 1904. [92]

TO LET UNFURNISHED—AT THE PEAK.

WITH Immediate Entry. LYEE MUN, BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

Apply to—
RUSSO-CHINESE BANK.
Hongkong, 3rd May, 1905. [1160]

TO LET.

SUITABLE for Office, TWO ROOMS in Prince's Building.

Apply to—
LAUTS, WEGENER & CO
Hongkong, 4th March, 1905.

TO LET.

NO. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRAYA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th June, 1904. [81]

TO LET.

WITH IMMEDIATE POSSESSION "FOREST LODGE" Cause Road.

Apply to—
H. N. MODY.
Hongkong, 2nd May, 1905. [1114]

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid View of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—
J. S. VAN BUREN,
50, Des Vaux Road.
Hongkong, 13th April, 1905. [980]

TO LET.

NO. 74, CAINE ROAD.

GODOWNS Nos. 34A, 34B, 34C, Praya East No. 2, MACDONNELL ROAD. Possession on 1st June, 1905.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 4th May, 1905. [84]

TO LET.

OFFICES in "Hotel Mansions" facing New Post Office and Hongkong Hotel.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 7th January, 1905. [180]

TO LET.

NEW STORE nearing completion to let in Clatter Road, opposite Hongkong Hotel, in the heart of new business centre.

Apply to—
"ALPHA,"
Care of Daily Press Office.
Hongkong, 18th March, 1905. [748]

TO LET.

NEW EUROPEAN HOUSES in Cameron and Des Vaux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st June next.

Apply to—CHINA MERCHANTS STEAM NAVIGATION CO.,
15 & 16, Connaught Road, Praya W.
Hongkong, 19th April, 1905. [1030]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [839]

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS
Authorised ... Gold \$10,000,000
Capital Paid Up ... Gold \$3,447,200
Reserve Fund ... Gold \$3,947,200

HEAD OFFICE: New York.
LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

SHIPPING.

ARRIVALS.
BONAVENTURE, British steamer, 11th May, from Mitsui.
CALLAO, U.S. gunboat, 11th May, from Canton.
CHONGSANG, British str., 1424, Selby, 11th May, Shanghai via Swatow 6th May.
General, Jardine, Matheson & Co.
EIGER, Norwegian str., 10th May, from Canton.
ELAZ, British str., 2050, Baker, 10th May, from Pulo Samboe 4th May, Bulk Petroleum.
Arnold, Karberg & Co.
FOOTING, British str., 1423, T. Arthur, 10th May, Wuhu 4th May, Chinkiang 5th May.
General, Jardine, Matheson & Co.
HAIKIAN, French str., 377, E. Anderson, 11th May, Peking and Hallow 10th May, General.
May, A. R. Marly.
HOPKINS, British str., 1350, J. M. Hay, 11th May, Hongkong 9th May, Coal—Jardine, Matheson & Co.
MATHILDE, German steamer, 678, Uldrup, 11th May, Pukhoi 7th May and Hallow 10th May, General—Johsen & Co.
SAGOVIA, German str., 5372, Schoenfeldt, 11th May, Shanghai and Amoy 9th May, General—Hamburg-Amerika Linie.
TSINAN, British str., 1460, W. H. Brown, 10th May, Kobe 4th May, General—Butterfield & Swire.
YATSHING, British str., 1420, Sellers, 11th May, Wuhu and Chinkiang 7th May, Rice—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
11th May.
Carl Diederichsen, German str., for Hallow.
Kronung, British str., for Saigon.
Ningchow, British str., for Nagasaki.
Rafabari, German str., for Bangkok.
Segovia, German str., for Singapore.
Sunghing, British str., for Amoy.

DEPARTURES.

11th May.
CHEANGCHOW, British str., for Amoy.
DAGNY, Norwegian str., for Canton.
DOFFERUS, British transport, for Bombay.
FOOTING, British str., for Canton.
HAIKIAN, British str., for Swatow.
HANGSUN, British str., for Shanghai.
HANOL, French str., for Haiphong.
LYNEMOON, German str., for Shanghai.
PEBA, British str., for London.

SHIPPING REPORTS.

The British str. **Hopang** reports: Light N.E. wind, smooth sea, fine and clear.
 The British str. **Yatshing** reports: Light variable winds and fog, smooth sea.
 The British str. **Tsinan** reports: Light to moderate S.W. wind and moderate sea, weather fine with occasional thick fog.
 The British str. **Chongshing** reports: Light winds and continuous fog from Guntai to Chupai Island; thence to port light air, clear and fine.
 The British str. **Chongshing** reports: From Shanghai to Swatow light southerly winds and thick fog. From Swatow moderate easterly wind and fine weather.

VESSELS PASSED ANJER.

April 19, Dutch str. **Meropi**, Udum, April 18, from Batavia for Rotterdam.
 April 19, German str. **Henrich Horn**, Hoff, Dec. 18, from Emden via Djibouti for Batavia.
 April 19, German str. **Metanberg**, Moller, Jan. 25, from Hamburg via Djibouti for Batavia.
 April 19, German str. **Mocodina**, Pausch, Dec. 30, from Hamburg via Port Said for Batavia.
 April 21, German str. **Hornstein**, from Djibouti for Batavia.
 April 21, Russian battleship **Kostroma**, Smolensky, from Djibouti for Batavia.
 April 21, British man-of-war **Prometheus**, Woodcombe, from Tientsin for Batavia.
 April 22, British str. **Pyrhus**, Davies, April 21, from Tientsin for Batavia.
 April 23, German str. **Fede**, Dec. 24, from Amsterdam for Batavia.
 April 23, German str. **Prima**, Jan. 27, from Djibouti for Batavia.
 April 23, British str. **Islander**, Wright, April 22, from Christmas Island for Singapore.
 April 23, British str. **Peleus**, Barwise, April 23, from Batavia for Liverpool.
 April 24, Dutch str. **Socomeva**, Penanga, March 18, from Amsterdam for Batavia.
 April 24, Dutch str. **Bagclun**, March 18, from Rotterdam for Batavia.

VESSELS IN DOCK.

11th May.
Kowloon Dock—Hoiching, Taiwan, San U.
Cosmopolitan Dock—Gulf of Venice.

VESSELS ON THE BERTH

FOR CHEFOO AND TSINGTAU.
 (Taking Cargo at Through Rates to Chemulpo and Tientsin.)

THE Steamship
"EIGER"
 Captain Chr. Rafen, will be despatched for the above ports on TO-DAY, 12th inst., at 4 P.M.
 For Freight, apply to
SIEMSEN & CO.,
 Agents.
 Hongkong, 9th May, 1905. 1170

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship
"BENALDER"
 Captain McIntosh, will be despatched for the above ports on MONDAY, the 16th May.
 For Freight, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 12th April, 1905. 972

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD-BREMEN.
JAPAN-CHINA-AUSTRALIA LINE
 VIA NEW GUINEA.
STEAM FOR
FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOEHE, MATUJI, BRIS-
BANE, SYDNEY AND MELBOURNE.
 On TUESDAY, the 30th May, 1905, at Noon, the Steamship "PRINZ SIGISMUND," Captain Louz, with Mails, Passengers and Cargo, will leave this port as above.
 The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.
NORDDEUTSCHER LLOYD,
 For Further Particulars, apply to
MELCHERS & CO.,
 Agents.
 Hongkong, 4th May, 1905. 11139

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	BENALDER	Brit. str.	1 m.	McIntosh	GIBB, LIVINGSTON & CO.	On 15th inst.
LONDON, &c., via PORTS OF CALL.	CRUSAN	Brit. str.	1 m.	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	POENA	Brit. str.	1 m.	C. R. Longden, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
LONDON, AMSTERDAM & ANTWERP.	HYSON	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 4th July.
LONDON, AMSTERDAM & ANTWERP.	GLAUCUS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 15th July.
AMSTERDAM, LONDON & ANTWERP.	DARDANUS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 28th inst.
AMSTERDAM, LONDON & ANTWERP.	CALCHAS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 6th June.
AMSTERDAM, LONDON & ANTWERP.	KINTOCK	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 20th June.
BREMEN, via PORTS OF CALL.	DUMBEA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 16th inst., at 1 P.M.
HAYRE & HAMBURG via STRAITS, &c.	ROON	Ger. str.	k. w.	Butterfield & Swire	Butterfield & Swire	On 24th inst.
HAYRE & HAMBURG via STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	Butterfield & Swire	Butterfield & Swire	On 12th June.
HAYRE & HAMBURG via STRAITS, &c.	BRIGAVIA	Ger. str.	k. w.	Butterfield & Swire	Butterfield & Swire	On 28th June.
HAYRE & HAMBURG via STRAITS, &c.	SITIMONIA	Ger. str.	k. w.	Butterfield & Swire	Butterfield & Swire	On 12th July.
HAYRE & HAMBURG via STRAITS, &c.	ACILIA	Ger. str.	k. w.	Butterfield & Swire	Butterfield & Swire	On 28th July.
HAYRE & HAMBURG via STRAITS, &c.	MARIA VALERIE	Ger. str.	k. w.	Butterfield & Swire	Butterfield & Swire	On 1st June, P.M.
TRIESTE &c., via SINGAPORE, &c.	LAERTES	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 20th June.
GENOA, MARSEILLES & LIVERPOOL.	DEUCALION	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 20th July.
GENOA, MARSEILLES & LIVERPOOL.	PHIAS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL.	KENNEDY	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 18th inst., at 4 P.M.
NEW YORK via PORTS & SUEZ CANAL.	ATROLI	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 31st inst.
NEW YORK via PORTS & SUEZ CANAL.	SAGAMI	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 2nd June.
NEW YORK via PORTS & SUEZ CANAL.	NUBIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 31st inst.
NEW YORK via PORTS & SUEZ CANAL.	EMPEROR OF CHINA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 24th inst.
VANCOUVER, via SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-morrow.
VANCOUVER, via SHANGHAI JAPAN, &c.	NINGCHOW	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 16th inst., at Daylight.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN.	HYADES	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-morrow.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN.	ARABIA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 30th inst., at Noon.
PORTLAND, OREGON via SHANGHAI, &c.	THANAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 10th June, at Noon.
AUSTRALIAN PORTS via MANILA, &c.	EASTERN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 16th inst.
AUSTRALIAN PORTS via MANILA, &c.	PALAKOON	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 16th inst.
YOKOHAMA, via SHANGHAI, MOJI, KOBÉ.	CHILDI	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 18th inst., at 3 P.M.
TSINGTAU, CHEFOO & TIENTSIN.	WONGANG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day, at 4 P.M.
TIENTSIN	EIGER	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 15th inst.
CHEFOO & TIENTSIN	POLYNESIAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 16th inst., at 10 A.M.
SHANGHAI, KOBÉ & YOKOHAMA	CLARA JEBSEN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 16th inst., at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW.	SHAOHONG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 19th inst.
SHANGHAI	CHONGANG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 14th inst., at 8 A.M.
SHANGHAI	PROTEUS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 21st inst., at 8 A.M.
SHANGHAI	FRITHJOF	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 17th inst., at 10 A.M.
TAMUI via SWATOW & AMOY	B. BJORNSEN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 14th inst., at 10 A.M.
TAMUI via SWATOW & AMOY	HATTAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 17th inst., at 10 A.M.
ANPING via SWATOW & AMOY	YUENSANG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day, at 4 P.M.
SWATOW, AMOY & FOCHOW	ZAFIRO	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-morrow, at Noon.
MANILA	TEAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 20th inst., at Noon.
MANILA	RUBI	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 23rd inst.
MANILA	SUNGKIAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 25th inst.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-morrow, at Noon.
CEBU & ILOILO	MAUSANG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 16th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA.	CHONGANG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 19th inst., at 3 P.M.
SINGAPORE, SOERABAYA & SAMARANG.	ONKANG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	Quick despatch.
JAVA PORTS.	TJILATAP	Dut. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-morrow, at Noon.
BOMBAY via SINGAPORE & PENANG.	ISCHIA	Ital. str.	1 m.	Butterfield & Swire	Butterfield & Swire	

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI via SWATOW AND AMOY	"PROTEUS"	SUNDAY, 14th May, at 8 A.M.
SHANGHAI via SWATOW, AMOY AND FOCHOW	"CLARA JEBSEN"	TUESDAY, 16th May, at 10 A.M.
ANPING via SWATOW AND AMOY	"B. BJORNSEN"	WEDNESDAY, 17th May, at 10 A.M.
TAMUI via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 21st May, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co.

OSAKA SHOSEN KAISHA.

Hongkong, 8th May, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES.
SENEGAMBIA	HAYRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 28th May. Freight.
C. FRED. LAEISZ	HAYRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 12th June. Freight.
BRIGAVIA	HAYRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 28th June. Freight.
Capt. Russ	HAYRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 12th July. Freight.
SITHONI	HAYRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 26th July. Freight.
ACILIA	HAYRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 2nd June. Freight.
NUBIA	NEW YORK via SUEZ (with liberty to call at the Malabar coast)	On 2nd June. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 13th May, Noon.
RUBI	2540	A. H. Noley	Manila	Sat., 20th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 8th May, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ

CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
S.S. "ATHOLL"	2540	R. Rodger	Manila	On 18th May, 4 P.M.
S.S. "NORDPOL"	2540	A. H. Noley	Manila	On 15th June.
S.S. "INDRAVADI"	2540	A. H. Noley	Manila	On 27th July.

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS.

Hongkong, 12th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI INLAND

SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR

OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

TONS.

CAPTAIN

TO SAIL AT DAYLIGHT ON

"ARABIA" 4483 Bahle May 16th, 1905.

"ARAGONIA" 5188 Bahle May 30th, 1905.

"NICOMEDIA" 4370 Wagner June 26th, 1905.

"NUMANTIA" 4370 Brahmer July 20th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 5th May, 1905.

INDO-CHINA STEAM NAVIGATION CO.

LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR

STEAMERS

SAILING DATES.

"MANILA" Friday, 12th May, 4 P.M.

"YUENSANG" Saturday, 13th May, Noon.

"MAUSANG" Tuesday, 16th May, 3 P.M.

"KUMSANG" Wednesday, 17th May, 4 P.M.

"CHONGSANG" Thursday, 18th May, 3 P.M.

SINGAPORE, SOERABAYA & "ONSANG" Friday, 19th May, 3 P.M.

Samarang

These steamers have accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 12th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON & S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

STEAMER

TONS.

CAPTAIN.

SAILING DATE.

POST OFFICE NOTICES.

The *Polynesian*, with the French mail of the 15th April, will leave Saigon on Friday, the 12th instant, at 4 p.m., and may be expected here on about Monday, the 15th instant. This packet brings replies to letters despatched from Hongkong on the 11th March.

Mails for CANTON, SAMSHUI and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.

A mail for MACAO per s.s. *Wingchik* will be closed every week day at 5 p.m.

Mails for NANTAO, SANBUB, KONGMOON, KUMCHUK, SAMSHUI, WUCHOW and CANTON will be closed every week day, at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Bangkok	Rajaburi	Friday, 12th, 11.00 A.M.
Macao	Huanghai	Friday, 12th, 1.15 P.M.
Chefoo and Tientsin	Eiger	Friday, 12th, 3.00 P.M.
Manila	M. Struve	Friday, 12th, 3.00 P.M.
Manila	Yuenang	Friday, 12th, 3.00 P.M.
Bangkok	Bangkok	Saturday, 13th, 11.00 A.M.
Sandakan	Mansang	Saturday, 13th, 11.00 A.M.
Manila	Zofre	Saturday, 13th, 11.00 A.M.
Singapore, Penang and Bombay	Ischia	Saturday, 13th, 11.00 A.M.
Macao	Huanghai	Saturday, 13th, 1.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Tainan	Saturday, 13th, 3.00 P.M.
Swatow and Bangkok	Tientsin	Saturday, 13th, 5.00 P.M.
Swatow, Amoy and Tamsui	Protest	Saturday, 13th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Sunday, 14th, 9.00 A.M.
Macao	Huanghai	Monday, 15th, 1.15 P.M.
Kongmoon, Kamechuk, Shihing and Takling	Linton	Monday, 15th, 3.00 P.M.

Europe, &c., India via Tutuorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao, Singapore, Penang and Calcutta (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Cebu, Yokohama, Victoria, B.C., and Tacoma (Wash.) TO MORROW

Cebu and Manila

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)

Europe, &c., India via Tutuorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

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JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shanghai	\$125	\$795, sales & sol. London, 280 10s.
National B. of China	45	\$37, buyers
Bell's Asbestos E. A.	12s. 6d.	\$51, buyers
China-Borneo Co.	312	\$13, sellers
China Light & P. Co.	310	\$9, buyers
China Provident	310	\$93, sales & sellers
Cotton Mills—		
Ewo	Tls. 50	Tls. 30, buyers
Hongkong	\$10	\$163, sellers
International	Tls. 75	Tls. 40.
Luon Kung Mow	Tls. 100	Tls. 42.
Soyabean	Tls. 900	Tls. 180, sellers
Dairy Farm	\$6	\$17, sellers
Docks and Wharves—		
Farman, H. & Co.	Tls. 100	Tls. 163.
H. & K. Wharf & G.	\$50	\$105, sales
H. & W. Dock	\$50	\$204, sellers
New Amoy Dock	\$81	\$21, sellers
Shai & H. Wharf	Tls. 100	Tls. 1874.
Fenwick & Co. Geo.	\$25	\$33, sales
G. Island Cement	\$10	\$261, sellers
Hongkong & C. G.	\$10	\$17, buyers
Hongkong Electric	\$10	\$171, buyers
Do. New	\$5	\$113, buyers
H. H. L. Tramways	\$100	\$227, sales & sol.
Hongkong Hotel Co.	\$50	\$50, buyers
Hongkong Ice Co.	\$25	\$242, sellers
Hongkong Rope Co.	\$10	\$171, sellers
H'kong S. Waterfront	\$10	\$171, sellers
Insurance—		
Canton	\$50	\$200, buyers
China Fire	\$20	\$84, sellers
China Traders	\$25	\$561, buyers
Hongkong Fire	\$50	\$502, sellers
North China	\$25	\$112, ex div.
Union	\$100	\$700, sales & sol.
Yankee	\$50	\$100.
Land and Building—		
Hongkong Land Inv.	\$100	\$160, sales & sol.
Humphreys & Estate	\$10	\$13, sales & sol.
Do. New	\$10	\$13, sales & sol.
Kowloon Land & B.	\$30	\$80, buyers
Shanghai Land & B.	Tls. 50	Tls. 115, buyers
West Point Building	\$50	\$55, sellers
Mining—		
Charbonnages	Fcs. 250	\$400.
Raubs	18/10	\$4, sellers
Philippine Co.	\$10	\$24, sellers
Refineries—		
China Sugar	\$100	\$224, sellers
Luzon Sugar	\$100	\$27, buyers
Steamship Companies—		
China & Manila	\$25	\$21.
Douglas Steamship	\$50	\$34.
H. Canton M.	\$10	\$20.
Indo-China S.N. Co.	\$10	\$125, sales & buy.
Shell Transport Co.	\$1	\$25, buyers
Do. Preference	\$10	\$48, 10s.
Star Ferry	\$10	\$271, sales
Do. New	\$5	\$224, sellers
Shanghai & H. Dyeing	\$50	\$53.
South China S.N. Co.	\$25	\$25, buyers
Steam Laundry Co.	\$5	\$7.
Do. New	\$3	\$5, buyers
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$36.
Powell & Co. Wm.	\$10	\$114, sellers
Watkins	\$10	\$5, sellers
Watson & Co. A. S.	\$10	\$134, buyers
United Asbestos	\$5	\$13, sales & buyers
Do. Founders	\$10	\$180.

VERNON & SMITH, Brokers.

HONGKONG TIDE TABLE.

From 12th to the 18th May.

To correct Zone Time add 23 min. and 18 sec.

High Water.

Low Water.

H. M. S. R. 12th May.

H. M. S. R. 13th May.

H. M. S. R. 14th May.

H. M. S. R. 15th May.

H. M. S. R. 16th May.

H. M. S. R. 17th May.

H. M. S. R. 18th May.

H. M. S. R. 19th May.

H. M. S. R. 20th May.

H. M. S. R. 21st May.

H. M. S. R. 22nd May.

H. M. S. R. 23rd May.

H. M. S. R. 24th May.

H. M. S. R. 25th May.

H. M. S. R. 26th May.

H. M. S. R. 27th May.

H. M. S. R. 28th May.

H. M. S. R. 29th May.

H. M. S. R. 30th May.

H. M. S. R. 31st May.

H. M. S. R. 1st June.

H. M. S. R. 2nd June.

H. M. S. R. 3rd June.

H. M. S. R. 4th June.

H. M. S. R. 5th June.

H. M. S. R. 6th June.

H. M. S. R. 7th June.

H. M. S. R. 8th June.

H. M. S. R. 9th June.

H. M. S. R. 10th June.

H. M. S. R. 11th June.

H. M. S. R. 12th June.

H. M. S. R. 13th June.

H. M. S. R. 14th June.

H. M. S. R. 15th June.

H. M. S. R. 16th June.

H. M. S. R. 17th June.

H. M. S. R. 18th June.

H. M. S. R. 19th June.

H. M. S. R. 20th June.

H. M. S. R. 21st June.

H. M. S. R. 22nd June.

H. M. S. R. 23rd June.

H. M. S. R. 24th June.

MEN-OF-WAR OF THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.		
Aspern, cruiser, 2437 tons, 20 guns, 7300 h.p.,		
Capt. Friedrich Grunzberger, Singapore		
Kaiserin Elisabeth, cruiser, 4900 tons, 29 guns,		
8000 h.p., Captain Miki, Japan		
FRANCE.		
Acheron, armoured gunboat, 1796 tons, 10 guns,		
1700 h.p., Lieut. Forret, Saigon		
Argus, gunboat, 123 tons, — guns, 500 h.p.,		
Lieut. Jeannel, Canton		
Aspic, gunboat, 475 tons, 3 guns, 450 h.p.,		
Lieut. Grollier, Saigon		
Arvalanche, gunboat, 140 tons, 5 guns, 150 h.p.,		
Haiphong		
Bismarck, gunboat, Lieut. Lefevre, Saigon		
Carondelet, gunboat, Lieut. Hu, Saigon		
Casote-tot, gunboat, 140 tons, 5 guns, 150 h.p.,		
Saigon		
Chateaufort, cruiser (Flagship of the		
Admiral de l'Escale de Joazeux, 2nd		
command), 8018 tons, 18 guns, 17,000 h.p.,		
Captain V. Poidiot, Baie d'Along		
Comete, gunboat, 525 tons, 4 guns, 438 h.p.,		
Comdr. Louel, Haiphong		
D'Aless, cruiser or, 4000 tons, 31 guns, 9500 h.p.,		
Saigon		
Decide, gunboat, 645 tons, 10 guns, 1,000 h.p.,		
Comdr. L'Est, Shanghai		
Descartes, cruiser, 3835 tons, 14 guns, 5500 h.p.,		
Commander Amet, at present at Saigon		
Estac, gunboat, — tons, — guns, — h.p.,		
Lieut. Mère, Haiphong		
Francisque, destroyer, 303 tons, 7 guns, 6300 h.p.,		
Lieut. Comdr. Coton, at present at Saigon		
Frome, destroyer, 334 tons, 7 guns, 303 h.p.,		
Lieut. Johnson, Baie d'Along		
Geydon, cruiser, 3270 tons, 30 guns, 20,200 h.p.,		
Captain Goudot, Baie d'Along		
Henri Riviere, gunboat, — tons, — guns, — h.p.,		
Lieut. Portier, Haiphong		
Jacquin, gunboat, Lieut. Corleou, Haiphong		
Javeline, destroyer, 307 tons, 7 guns, 300 h.p.,		
Lieut. Comdr. Baussant, Baie d'Along		
Kersaint, gunboat, 1250 tons, 6 guns, 2200 h.p.,		
Comdr. Le Golluer, Shanghai		
Lynx, submarine, Lieut. Ambruster, Saigon		
Montclair, cruiser (Flagship of Vice-Admiral Bayle,		
Commander in Chief), 9700 tons, 12 guns,		
19,600 h.p., Capt. Dartigue du Fournet, Baie d'Along		
Mouquet, destroyer, Lieut. Prat, Baie d'Along		
Orly, gunboat, — tons, — guns, — h.p.,		
Lieut. Audemar, Yangtze		
Pascal, cruiser, 4015 tons, 27 guns, 8500 h.p.,		
Comdr. Chevalier, Saigon		
Petio, gunboat, Lieut. Larivière, Tongku		
Pistolet, destroyer, Lieut. de Reinach-Werth, Baie d'Along		
Protie, submarine, Lieut. Glorieux, Saigon		
Redoubtable, battleship, (in reserve) 9437 tons,		
8 guns, 6071 h.p., Commodore C. P. M. Poidiot, Saigon		
Sabre, destroyer, Lieut. Lebar, Saigon		
Slyx, cruiser, 1796 tons, 10 guns, 1700 h.p.,		
Comdr. T. de Ballecourt, Saigon		
Sully, cruiser, 10,014 tons, 33 guns, 20,000 h.p.,		
Captain Guiberteau, (aground)		
Surprise, gunboat, 629 tons, 2 guns, 900 h.p.,		
Lieut. Roque, Hankow		
TAIKAN, GUNBOAT, YANGTZE		
Takou, destroyer, Lieut. Gaillard, Saigon		
Vauban, battleship, (reserve) 6150 tons, 23		
4500 h.p., Lieut. —, Saigon		
Vigilant, gunboat, 123 tons, 7 guns, 500 h.p.,		
Lieut. Jemca, Canton		
GERMAN.		
Bussard, cruiser, 1875 tons, 15 guns, 2300 h.p.,		
Comdr. Huss		
Fatherland, gunboat, — tons, — guns, — h.p.,		
Captain von Buelow, Wuhu		
Furst Bismarck, (flagship), 11,093 tons, 36		
14,000 h.p., Captain Frowe		
Geier, cruiser, 1776 tons, 15 guns, 2960 h.p.,		
Capt. von Siedow, Haiphong		
Hansa, cruiser, 6230 tons, 34 guns, 10,000 h.p.,		
Captain Weber, Shanghai		
Hertha, cruiser, 6500 tons, 37 guns, 10,000 h.p.,		
Capt. Baron Schimmelsmann		
Ilia, gunboat, 4000 tons, 10 guns, 1300 h.p.,		
Comdr. Baron von M. Hüllessem, Canton		
Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p.,		
Commander Wilbrandt, Nankiang		
Lochs, gunboat, 850 tons, 10 guns, 1344 h.p.,		
Commander Krenke		
Mowe, gunboat, 1000 tons, 8 guns, 875 h.p.,		
Commander von Grunow, Manila		
Seedler, cruiser, 1640 tons, 15 guns, 2800 h.p.,		
Commander Petrus, Taingtau		
Thetis, cruiser, 2680 tons, 24 guns, 8000 h.p.,		
Captain Voit, Shanghai		
Tiger, gunboat, 900 tons, 10 guns, 1300 h.p.,		
Commander Deidling, Amoy		
Titanis, cruiser, Captain Schaeke		
Taigtau, gunboat, 170 tons, 5 guns, 1800 h.p.,		
Commander Giebler, Canton		
Vorwärts, gunboat, 600 tons, 3 guns, 500 h.p.,		
Lieut. Scharr, Shanghai		
ITALIAN.		
Elba, cruiser, 2300 tons, 10 guns, 7471 h.p.,		
Captain Borea Ricci, Haiphong		
Marco Polo, cruiser, 2690 tons, — guns, — h.p.,		
Captain Presbitero, Shanghai		
Puglia, cruiser, 2498 tons, 29 guns, 7000 h.p.,		
Captain Pescetto, Chemulpo		
POLARIS.		
Adamastor, cruiser 1960 tons, 14 guns, 8000 h.p.,		
Captain d'Antes Ribeiro, Macao		
Rio Lima, cruiser, 1400 tons, 12 guns, 8000 h.p.,		
Captain de Almeida, Saigon		
Albany, cruiser, 376 tons, 25 guns, 7500 h.p.,		
Captain Drex, Cavite		
Annapolis, gunboat, 1000 tons, 12 guns, 8000 h.p.,		
Captain Rohrer, Shanghai		
Bainbridge, t.-b.-d., 420 tons, 7 guns 8000 h.p.,		
Lieut. G. Williams		
Baltimore, cruiser, 5000 tons, Capt. Sarg. J. B. Barry,		
Manila		
Barry, t.-b.-d., 420 tons, 7 guns, 8000 h.p.,		
Lieut. Irwin		
Callaghan, cruiser, 208 tons, 10 guns, 600 h.p.,		
Lieut. Dismaker		
Chauncey, t.-b.-d., 420 tons, 7 guns, 8000 h.p.,		
Lieut. E. P. Jesop		
Cincinnati, cruiser, 3213 tons, 19 guns, 8000 h.p.,		
Captain Osterhaus, Manila		
Dale, t.-b.-d., 420 tons, 7 guns, 8900 h.p.,		
Lieut. G. Williams		
Decatur, t.-b.-d., 420 tons, 7 guns, 8000 h.p.,		
Lieut. A. W. V		